



Pullman Car Services

# Coupe News

“The Quality of Service is Remembered Long After The Price is Forgotten”

**June 2006 – CAR No.40**



**P2.**

**Cover Photograph.**

My thanks to John McFarlane for this month's cover photograph showing Ex-Devon Belle Car No.14 at Dunblane in BR Maroon livery as applied and allocated the identity of SC281.

Have you a Pullman photograph you would like to place on the cover, if so just e-mail as an attachment in jpg format to the editorial e-mail address.

**Editorial:**

Welcome to Coupe News No: 40.

This is your free newsletter of Pullman related news and material.

My thanks to those readers who have supplied articles and photographs which have been included within this edition.

All I ask of you for the time I spend in production is for you to forward on, either by e-mail or printing a copy, to any one you may know who will be interested.

**Information is for sharing - not gathering dust.....**

If you have any material for inclusion in No.41, please forward by June 25<sup>th</sup>. Coupe News No.40 will be published on June 27<sup>th</sup>.

**Editorial Address:**

Have you missed a copy of Coupe News, or changing your e-mail address, or wish to be removed from the mailing list. Please e-mail to the address below with your request, it's as simple as that.

Terry Bye  
Pullman Car Services  
Email: [pullmancarservices@yahoo.co.uk](mailto:pullmancarservices@yahoo.co.uk)

### **P3.**

From this edition of Coupe News we will remember the Pullman car that was allocated the same schedule number.

Schedule No: 40.  
Name: CLEMENTINA.  
Type of Car: Kitchen.  
Into Service: March 1910.  
Livery: Crimson Lake with Gold Lining.  
Builder: Birmingham Railway Carriage & Wagon Company.

Built for service with the South Eastern & Chatham Railway at a cost of £5,000. in the company of sister cars CORUNNA, SAVONA, SORRENTO, FLORENCE & VALENCIA.

Withdrawn in October 1960 and converted to a camping car BR(E) No.CC166.

Located at Oulton Broad South from 1961 to 1965.

Broken up January 1967 at Kings Wymondham.

### **Car of the Month.**



cJohn McFarlane2006

The view from within SC280 (ex-CAR No.13) with the distant signal at Kyle receding.

P4.

Car of the Month continued.



cJohn McFarlane2006

The second photograph shows SC280 at Garve.

Two very interesting photographs taken by John McFarlane's father in July 1965, on the Kyle of Lochalsh Line (John advises he was only nine at the time).

My thanks to John for sharing his two historical photographs with us.

CAR No.13 was sold to British Railways in 1957 and refurbished as a Buffet car in the then corporate colour scheme of BR (Plum and Spilt Milk).

Allocated to the London Midland Region for use on the North Wales Land Cruise operation and allocated the number 280.

In 1961 the car was transferred to the Scottish Region for use on the Kyle of Lochalsh Line and renumber SC280.

1968 Preserved on the Dart Valley Railway at Buckfastleigh.

1982 Fully restored and enters service on the Torbay Railway.

Have you a Pullman photograph you would like to place in 'CAR OF THE MONTH'  
If so just e-mail as an attachment in jpg format to the editorial e-mail address.

**P5.**

**Look Back At Pullman.**

**1931 – 75 Years Ago.**

**June 6<sup>th</sup>.**

An excursion from Brighton to the Cadbury's works at Bournville includes a Pullman Car (Kitchen) in the trains formation.

**1956 – 50 years Ago.**

**June.**

Third Class travel abolished in Europe. First and second class now standard.

**Website News.**

**The Blue Pullman Group.**

A group for anyone interested in the British Rail Blue Pullman sets which operated between London and Manchester / Birmingham / South Wales. Please feel free to contribute any photographs, memories, etc.

Please note that this group is for the discussion of the original Blue Pullman and not the modern version.

[http://finance.groups.yahoo.com/group/blue\\_pullman/](http://finance.groups.yahoo.com/group/blue_pullman/)

**The Britpull Group.**

Glen Woods has a unique web-site for Pullman related information, the BritPull site is a site to which a number of readers of this newsletter have joined, it's free, and some valuable information is available to members.

<http://finance.groups.yahoo.com/group/BritPull/>

**RAILDATE.**

The weekly newsletter and more from the Hursley Park Model Railway Society.

<http://www.ibmhursleyclub.org.uk/ss/hpmrs/>

**SOUTHERN IMAGES (ex Butts Junction).**

A name change recently, has not affected the quality of images, the site is updated on a regular basis with new images. I have again recently purchased some further images for my own collection.

<http://www.southern-images.co.uk/>

P6.

## **Preservation News.**

### **North Yorkshire Moors Railway.**

During the railways closure following the Christmas & New Year working, the following have been undertaken on the Pullman Dining Train stock.

Details supplied by J.Hawley & A.Scales from the NYMR Moorsline No.150 Spring 2006.

#### **CAR No.79.**

During a routine inspection undertaken at the C&W Workshop at Pickering the car body was lifted from the bogies. This uncovered a number of problems; firstly the decision to replace a badly corroded part of the bogie frame under the toilet was made.

The affected channel was taken out by grinding off the rivet heads, the new channel drilled and bolted in place temporarily while the bogie frame was taken to the MPD at Grosmont, to be riveted (the C&W dept compressor was out of use and awaiting replacement so it was not possible to be done at Pickering).

While the bogie was away the wheels were taken to "Wabtec" at Doncaster for turning; before turning the axles were ultrasonic tested and three of the four axles failed, due to corrosion between the wheel disc and the axle.

The LNERCA have loaned three wheel sets to make up a full set. The wheel sets loaned have been supplied from the Gresley Buffet which suffered a tyre crack to one wheel set when being turned.

The next problem that required rectification was the eyebolts at either end of the axle box leaf springs. They had been removed so they could be cleaned to make the adjustment of the body heights easier; on removal some of the eyebolts were found to be heavily corroded where they go into the compound spring; replacements had to be made and have been fitted. New rubber compound springs also had to be made for each eyebolt.

The interior marqueterie picture panels between the windows have been away for refurbishment as they were in poor condition; these have been sent to "A.Dunn & Son" at Chelmsford. The company was established in 1895 and they advise they made the panels for the car c1927/8.

**Car No.79** has since returned to traffic, being turned and repositioned within the Pullman Dining train formation. (It is no longer at the south end of the train).

#### **RF324.**

Not a Pullman car, but forms part of the Pullman Dining train formation. The coach visited the C&W Workshop for its annual exam and body lift.

The identification CAR No.324 has been painted out ready for re-naming.

#### **ROBIN & GARNET.**

The cars have visited the C&W Workshop for annual exams and body lifts.

#### **OPAL & CARINA.**

No information or update available on the status of these two cars.

## **P7.**

For further information on the 2006 NYMR operations visit the following web site.  
<http://www.northyorkshiremoorsrailway.com/>

### **ARIES & MAID OF KENT (exFormosa).**

Pat O'Connor has sent in some information on ARIES and MAID OF KENT (ex FORMOSA)

For some years, I have been looking for a suitable site to restore MAID OF KENT (ex FORMOSA) and I have now found such a site at Portsmouth Arms in Devon. This is the former station master's house and a strip of land adjacent to the Exeter-Barnstaple railway line.

Whilst preparing the site late last year, I became aware that ARIES was for sale and I decided it would be possible to create, with MAID OF KENT, an echo of the 'Devon Belle' which passed through Portsmouth Arms en route to Ilfracombe, (even though neither car was part of the formation). As ARIES was still unsold in March, I was able to purchase the car and both ARIES and MAID OF KENT are currently stored awaiting a move to the West Country.

Both cars are in poor condition, particularly MAID OF KENT. Readers will know that the older wooden bodied cars converted to camping coaches were stripped of most of their Pullman fittings and the little that were left in MAID OF KENT have been lost or removed prior to my acquiring the vehicle. An earlier partial renovation has left MAID OF KENT a shell although much of the marquetry panneling has survived.

ARIES is largely in ex withdrawn condition externally but there is much evidence of corrosion. Internally, few fixtures and fittings remain apart from most of the panneling, albeit cut about for use at 'The Yew Tree Inn', Rochdale and all internal doors removed. Once on the East Lancashire Railway, the interior was stripped by the previous owner in order to remove asbestos but owing to other restoration projects, it was not possible to continue with further work.

I was able to locate some of the stolen marquetry panneling from the Marazion cars and purchase the items from the owners of the cars at the time of the theft, together with other damaged panneling salvaged and bought from the owner of CALAIS and JUNO before the cars were scrapped. This material is being restored by Dunns of Chelmsford and I plan to use the panneling to make good the deficiencies in MAID OF KENT and the kitchen area of ARIES (long since removed). The latter was the only 1st class car from the 1951/52 batch to have a double kitchen although Car No 303 was similarly equipped. ARIES also had the distinction of being the last Pullman car built by the company at its own works.

## **P8.**

I hope that the first car will move down to Devon shortly followed by the second later this Summer once additional track has been laid. I shall have to locate fixtures and fittings and original drawings which will be difficult for MAID OF KENT as a Clayton built car. Visitors will be welcome but it will be a few years before the two cars come back to life.

Finally, with reference to the ancestry of the 1921 Type J Clayton cars highlighted in the last edition of 'Coupe News', I can confirm that the body of MAID OF KENT was entirely new when built although mounted on an LNWR underframe. Its construction is typically Pullman for the period in terms of materials used and structural elements e.g. double floor, partitioning and side-light fittings.

*Many thanks Patrick for advising the readers of Coupe News of your plan, I am sure that all the readers wish you well in your project, I am sure further updates will be forthcoming in the future to keep us up to date.*

*Patrick is seeking drawings of **ARIES** and **MAID OF KENT (ex FORMOSA)** can any reader help. Please respond to the editorial address.*

### **Bluebell Railway.**

Over the weekend of the Pullman Society Annual General Meeting (May 20<sup>th</sup> & 21<sup>st</sup>). The following cars were noted in service within the "Golden Arrow" dining train formation.

**LILIAN (ex CAR No.76), FINGALL, EAGLE and Semi-Royal Saloon No.806.**

The "Golden Arrow" service on Saturday May 20<sup>th</sup> found **FINGALL** fully booked by members of the Pullman Society with an overspill of late bookings traveling within **EAGLE**.

On Sunday May 21<sup>st</sup> six members of the Society enjoyed Sunday Lunch whilst traveling within car **LILIAN**.

### **DORIS.**

I had my first view of the car at Horsted Keynes, with news the car is to be tried as a static Buffet prior to restoration.

A special mention to David Jones who prior to the AGM had spent some time and energy in the removal of the graffiti to ensure the car was presentable for Pullman Society members.

### **Preston Park Works.**

Since the news of the pending demolition plan by Network Rail of the workshops. The identification of ownership has been ongoing and movement from the works of items of rolling stock etc has yet to be addressed.



**P9.**

**Information Required.**

On the Pullman car located on your local preserved railway or static in use as a Restaurant.

Whilst you are out this summer either on holiday or a day out news on any car seen will be most welcome for addition within your newsletter.

**The Pullman Society.**

Membership details available from: -

Alan Wood, 140 St Helens Down, Hastings. East Sussex TN34 2AR.

or e-mail [awood17166@aol.com](mailto:awood17166@aol.com)

**The Pullman Society 2006 AGM.**

The 2006 AGM was held on Saturday May 20<sup>th</sup>. At the Bluebell Railway's Birch Grove Suite at Sheffield Park Station.

My thanks to the Committee members for making this year's event one of the best I have attended. With special thanks to Antony Ford and David Jones who put a lot a work in to ensure the event was so memorable.

Over 40 members attended the event and a number of present and past Pullman Car owners were amongst those attending.



cPCS2006 21C123 Blackmore Vale and the Golden Arrow - Sheffield Park on May 20<sup>th</sup> 2006

**P10.**

**Requests for your Help.**

**Request 3.**

Terry,

I am trying to compile some information about Pullman car interiors, with a view to producing a small booklet or perhaps a book on the subject.

I have photographed many interiors over the years and feel I should do something with them.

I would like to go into detail about decor, fittings, kitchens etc as well.

I do not have any interior plans apart from "Anne", and I wondered if any readers might be able to advise me a potential source to obtain these.

Brian Kaye.

Patrick O'Connor responds to Brian Kaye's enquiries about Pullman interior photographs I can offer the following:

Readers will be aware that it was usual practice for photographs to be taken of newly constructed Pullman cars at the premises of the rolling stock manufacturers. With the destruction of the Pullman Car company's records during the war, original interior photographs can be hard to find. Fortunately, Birmingham City Archives hold books of original photographs for Metro Cammell, Midland RC&W Co and Leeds Forge. I have had negatives made from most of the folios containing Pullman interiors for the period 1922 to 1932. These cover wooden and steel bodied Type K cars and 1932 electric cars. These are held in albums Nos 46, 52, 53, 71, 102 and 108. There is also a good selection of CIWL Pullman interiors in album No 99. The address of Birmingham City Archives is at Central Library, Chamberlain Square, Birmingham, B3 3HQ Tel : 0121 303 4217 or e mail : <http://www.birmingham.gov.uk/archives.bcc>

Earlier this year, Tim Robbins of VSOE put me on to Staffordshire County Archives who hold material from Birmingham RC&W Co including glass plate images of Pullman interiors. These cover the period 1910 to 1926 and are in the D831 document series. Unfortunately, very few of the photos references relate to particular cars and I am in the process of identifying these interiors from other sources. But the archive can be accessed online. The address is Staffordshire Record Office, Eastgate Street, Stafford, ST16 2LZ Tel : 01785 278379 or [www.staffordshire.gov.uk/archives](http://www.staffordshire.gov.uk/archives)

A personal visit to the Birmingham and Stafford archives to view the material is the best approach. Another alternative source is the NRM who hold a selection of post war Pullman car interiors with one or two representative photos from each batch of cars.

**P11.**

**Request 4.**

John McFarlane who has been kind enough this month to supply the Observation Car photographs, has requested the help of fellow readers: -

I'm really getting into all things "Devon Belle" - something which I never thought possible in boyhood days. In connection with my father's photographs, I wonder if I could put out a general query to readers?

I should like to know if anyone knows when No. 13 was modified to include a second tail lamp bracket (I suspect it was when it came to Inverness - Platform 7 had the right-hand side to hand for the guard) and, also, when its end windows received the opening top lights. I have a shot (from the web) which shows it, apparently, in North Wales, when it was still in original form, but in full British Railways livery.

After that it came to the Kyle Line with these modifications. I'm sure that the inclusion of the end top lights would have improved the ventilation of the car: with the side top lights open, the air flow would have been greatly improved by the provision of an exit from the end. I don't know . . .

Any help, Coupe News?

**Request 5.**

I hope you can help me. I am sending this e-mail on behalf of someone who specialises in Pullman models. He has asked me to contact you to ascertain if you could provide us with the following, or tell us where we can get them:-

"Car layout for the last USA built cars of 1906 (12 wheel cars) e.g. Dutchess of Norfolk, Princess Ena and Princess Patricia".

Your help would be very much appreciated.

Angie Parrish.

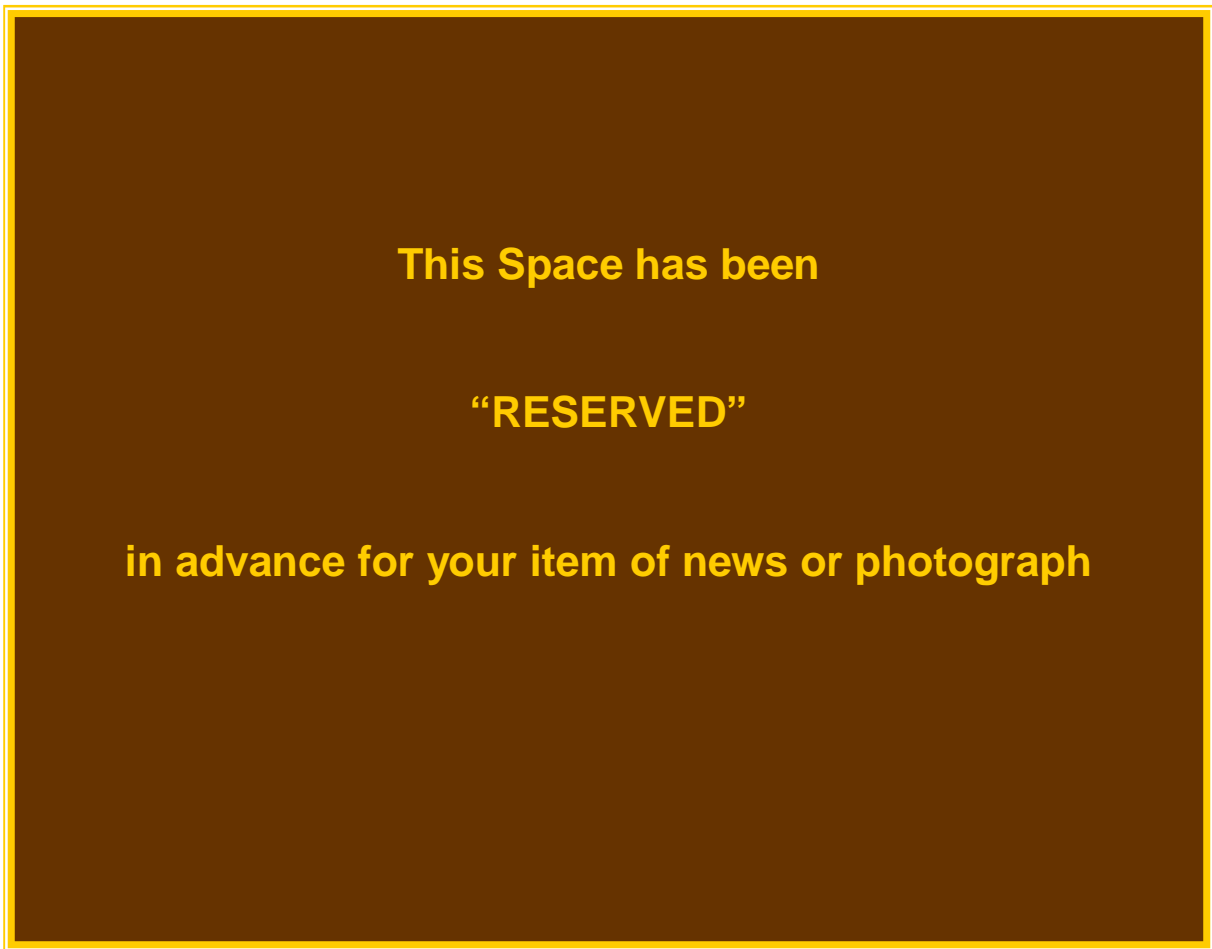
**Pullman Memorabilia**

Antony Ford, A known Pullman memorabilia collector is interested in the purchase or exchange of Pullman Car Table Lamps.

Also the purchase of the plastic type Pullman table lampshades and of any photographs of the interior and exterior's of any of the 1932 Pullman composite cars as constructed for the London Victoria – Brighton electrification services.

Contact Antony on 01793 704428 or e-mail [anjo@ford28.freemove.co.uk](mailto:anjo@ford28.freemove.co.uk)

**P12.**



**Pantry Talk.**

In response to last months "Tail Lamp" article on reminisces of on-board staff in service or on preserved lines. Welcome to what I hope will be the first of many such articles covering the service of on-board staff members.

The late George Hubbard recalled his life and times in railway catering, much of which was spent in the service of the Pullman Car Company, where he became acquainted with both the Hastings Line Pullman Cars, BARBARA and THEODORA, which today operate in preservation on the Kent & East Sussex Railway at Tenterden.

The following article originally appeared in the K&ESR "The Tenterden Terrier" Magazine, No.23 Winter 1980 edition. I am indebted to Mr. André Freeman Catering Manager of the K&ESR for allowing me to re-produce the article within Coupe News.

Visit the Kent & East Sussex Railway's web site at <http://www.kesr.org.uk/index.htm>

**P13.**

### **Serving the Customer in Style.**

George was born into a railway family; both his father and grandfather had worked for the London, Brighton & South Coast Railway and when he left school at the age of 14 in 1925 he was determined to follow in their footsteps. George had originally intended to become a signal lad on the Southern Railway, but failed the necessary eyesight test and it was only a second choice that he decided to enter railway catering. Accordingly, he joined the Pullman Car Company in May 1925. At the Grovesnor Road depot, Victoria, as a pantry boy.

At first this did not involve direct contact with the traveling public, as his duties were confined to the kitchen – washing up, cleaning brass and silver and odd jobs including replenishing the specially insulated cold cupboards with ice; these were the days before trains contained refrigerators.

Pantry boys did not wear a full uniform although a waistcoat was provided and being rather short George remembered that he had to obtain an orange box to stand on in order to reach some of the high storage shelves in the kitchens

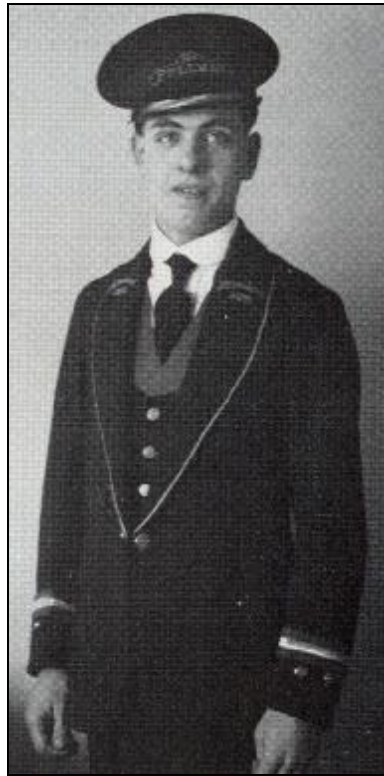
All the menu dishes, including sauces, were prepared in the cars themselves from basic raw ingredients and cooking was by coal gas, supplied by the Southern railway from tanker wagons. The gas was pumped directly into the under floor containers on the cars and was a source of friction between the Pullman Car Company and the Southern Railway in view of the high prices charged for providing this essential service. Many years later they were converted to use propane in cylinders, much to the annoyance of the Southern Railway.

The Pullman Car Company was operating between 300 and 400 cars throughout the country at this time and the organization was administered by a small staff of about twelve from offices in Victoria. In addition, there was a depot and workshops at Battersea (Preston Park Works, Brighton opened on December 5<sup>th</sup> 1928). in those early days George usually found himself rostered on either the Victoria to Dover or Folkestone boat trains.

One of the crack trains of the time, second in importance only to the 'Golden Arrow', was the 1.50pm to Folkestone Harbour, which usually contained four Pullman cars, consisting two kitchen and two parlour cars. The staff consisted of the Conductor, six Attendants, six Junior Attendants, two Chefs and two Pantry Boys, serving a six course dinner for up to 100 covers.

As the journey time was quite short – just seventy eight minutes, serving of courses had to be carefully timed and we used to monitor this by observing the various points through which the train passed.

**P14.**



**G.Hubbard as a Junior Attendant c.1926**

After about a year George was upgraded to a junior attendant and this entitled him to a uniform and also brought him in to direct contact with the passengers, serving vegetables and seeing to the passenger's general needs, such as helping with the loading and off loading of luggage into the vestibules. Tips (gratuities) were very good, even for a junior and frequently amounted to a pound (£1) a day so that George often found at the end of the week he had earned more than his father.

George's first introduction to the Hasting line came in September 1927, when he was rostered for a chartered golfing excursion train to Hastings.

This consisted of completely non-vestibuled stock – a South Eastern & Chatham 'birdcage' three set with the Pullman car in the middle.

The six Hastings Pullman Cars were unique in that they were painted in Chatham maroon livery despite being owned by the Pullman Company, although the S.E.&C.R. did have similar vehicles of its own, which were used as Club Cars.

At this time, the Hastings Line Pullman Cars were First Class only and each contained 20 seats.

In 1929 George was promoted to Attendant and given a 'bill' book and put in charge of a complete parlour or group of customers. George was known as the 'Spare Chap', which meant that he was not put allocated to a particular service, but available for transfer as and when required.

This gave George a job of considerable variety over the next five years and he recalls a number of interesting workings with which he was involved.

## P15.

On one occasion a special Pullman train was chartered for the gala opening of the News Theatre at Victoria Station, to which many personalities were invited. The train was required to remain in the adjacent platform but in order to comply with the licensing laws it was shunted continuously in and out of the station whilst drinks were being served. Later on in the evening, seats were taken out so that dancing could take place in the saloon.

On another occasion, in 1932 George was summoned to Victoria at 10.0pm one evening to work an "Endurance Special". This involved travelling to Brighton and back six times continuously over a twelve hour shift to test a new corridor train, which included a Pullman Car. George's roll was to serve hot drinks and snacks to the various engineers and officials who were travelling and it was almost as great a feat of endurance for the staff as it was for the train. (*A new 6-PUL Unit no doubt. Ed.*)

There was no doubt in George's mind that the 1930's were the heyday of the Pullman services. Foreign travel was expanding and all the well known travellers of the day went by Pullman in the boat trains, including the ocean liner specials.

George well remembers serving the Prince of Wales, later Edward VIII, during his journeying between Victoria and Dover enroute for France; he always arrived late in a great hurry at the last possible moment and occupied the same four seat compartment coupe.

On some Saturdays George was required to work on the two non-corridor Pullman cars 'GALATEA' and 'MAYFLOWER', operated by the Metropolitan Railway on trains between Charing Cross and Aylesbury. This included a section of the inner circle and it was an anomaly even in 1932 to serve afternoon tea in such splendid immediate surroundings, against the drab background of London's underground railway system. These trains continued to operate right up until the outbreak of the Second World War in September 1939.

In 1934, George was again promoted to 'Attendant in Charge' – a position between that of Attendant and Conductor which gave George the added responsibility of stock control as well as a greater degree of table supervision. This signalled the approach of George's period of almost continuous service on the Hastings line, which spanned over 40 years.

There were six Pullman cars on the Charing Cross to Hastings route in 1934, of which four were always required in service. Originally built as first class vehicles, by this time they had been converted into Composite cars seating 12 first class and 11 third class passengers. George's usual roster included one return trip from Hastings, because as first man on duty he had to supervise the loading off all cars as well as roster staff. At the outbreak of the Second World War in September 1939, the decision was taken to curtail all on-train railway catering and George was given one week's notice of the termination of my employment. However, this was almost immediately rescinded and in October he was reinstated and continued to work on the Hastings and Kent Coast services. The cars were fitted with plywood window panels and hence there was no problem with lights remaining on during the black out period.

## **P16.**

Remembering on one occasion at the time of the bombing of London Docks, the train was stopped short at Grove Park and after transferring the passengers, in the company of a colleague he spent the night in the train and consumed most of the contents of the liquor store!

In 1942 George joined the R.A.F. and returned to the Pullman Car Company in 1946. By then, much had changed on the Hastings line; three of the cars CAMILLA, THEODORA and LATONA had reverted to their original role of first class accommodation only and had been transferred to the Southampton/Waterloo boat trains. This left the Hastings service with POMONA, MADELINE and BARBARA. The cars were down rated to third class only with no supplement and fitted with seats for hot meals and a bar counter for drinks and snacks. The car names were removed, numbers substituted, and the words 'Refreshment Car' painted along the sides. The original Pullman livery was retained until 1958 when the cars were repainted green and absorbed into BR stock following the introduction of Diesel Electric Units to the Hastings services some of which incorporated Buffet Cars.

The revised arrangement with British railways was that Pullman Car Company Staff would continue to operate the new buffet cars and retain their uniforms. George was given the opportunity to transfer to the Ore/Eastbourne/Victoria electric service which was still operated with a conventional Pullman (composite) car in the formation. However George decided to remain on the Hastings line which he had known for so long and to which he was promoted to Conductor status in 1961. Continuity of service with the Pullman Car Company ended in 1967 when the company was finally absorbed into British Railways and George remained with his new employers on the Hastings line until retirement in 1975.

### **Footnote - Doug Lindsay May 2006.**

During my role as the Wealden Pullman Manager at the Kent & East Sussex Railway in the late 1970s George visited the line as a tourist and was amazed to see Car Theodora at Tenterden in use as a static Buffet. It was this chance visit that led to us becoming firm friends and indeed was the catalyst for me becoming a converted Pullman enthusiast. George gave me many items of Pullman memorabilia, but more importantly his anecdotes of his distinguished career taught me much about the whole ethos and structure of the Company. Additionally he introduced me to many other ex-Pullman men and officers which in turn widened my knowledge of the Company and its Cars. George visited and travelled on the Wealden Pullman several times and was always keen to assist and advise in our quest to provide a genuine Pullman service reminiscent of the heyday of the Company. George eventually moved away from the area and re-married but we kept in touch until his passing in the early 1990's.

George was a real Pullman man, an honest, faithful servant to the Company like so many of his colleagues, it is to their memory that we, and others, try to preserve that unique style that was Pullman.



P17.



**G.Hubbard at Charing Cross c.1959/60 in front of a  
'Hastings' Unit Buffet Car.**

P18.



*Wealden Pullman car 'Barbara' at Tenterden Station, 26 July 1980. (L to R): John Miller (attendant in charge), P. Gower (former Pullman Car Company stock controller), Mrs. Ivy Gower, Mrs. Marion Hubbard, George Hubbard, Doug Lindsay (conductor). [Donald H. Wilson]*

### **Sheffield Railwayana Auctions Ltd Saturday 10th June 2006**

The Auction is held at, Myers Grove School, Wood Lane, Stannington, Sheffield 6.  
Commencing at 11 am.

Viewing is from 7.30 am till 11 am on the day of the sale.

Licensed bar; extensive catering; sales stalls; Ample free parking; on the main tram route from Sheffield station; wheel chair access.

See "[How to Find Us](#)" for detailed maps and directions.

### **LOTS 41-44: PULLMAN CAR ITEMS**

41 \* **PULLMAN CAR BRASS TABLE LAMP** in the classical Arcadian style of swags and rams heads. No identity of car, but is of an earlier pattern and used in older cars of 1910 - 1923 vintage. Fitted with a Perspex shade which has seen better days, but original. Otherwise, the lamp is in good condition.

**P19.**

- 42 \* **PULLMAN CAR CLOCK** with 7" dial as fitted into the bulkhead of certain of the Parlour Cars. 7½" dial, the face with Arabic numerals engraved into stainless steel face with further engraved decoration around the centre. The bevel-edged front glass is set into a chromed brass bezel. No company car name discernable. The clock has been mounted (offset) into a turned wooden base. Good working order (although no key).
- 43 \* **PULLMAN CAR BRASS TABLE LAMP.** As lot 41 above but with no shade. *Together with* an 8½" tall "Torpedo" style wall lamp in brass again with no shade. Both items in good condition. (2)



- 44 \* **PULLMAN CAR WOODEN PLAQUE: CAR MEDUSA.** 8¾" in diameter white-painted wood plaque with gold-leaf transfer showing the Pullman coat-of-arms and the car name. From the car built as a Kitchen Car in 1924 by the Midland Carriage & Wagon Co. The plaque was installed in c.1950 when the bulkhead clock it replaced was removed. Withdrawn in September 1963 and sold to Taylor Bros., Manchester, for scrap in January 1964. The car worked in "The Golden Arrow" for a number of years after WWII. Slight cracking and edge flaking of the white paint, but a rare item nevertheless.



**P20.**

**LOTS 151-170: POSTERS**

Q/R quad royal (50" x 40")

155 \* **BR (M)** Q/R poster: **THE MIDLAND PULLMAN** – The Train of The Day. Artwork by Wolstenholme showing the train at speed with power car M60090 leading. Shows new timings from 2<sup>nd</sup> January 1961. Ref. LM22459. Rolled, one or two small edge nicks, good otherwise.



**Joe Bartlett's Railway Pictures from the 1960s**

Joe Bartlett MBE loved photography and railway locomotives.

He spent many happy hours with his cameras in and around Eastleigh Railway Works, where he worked in the Boiler Shop during Southern Railway and Southern Region days.

Joe was saddened to see the end of steam, and photographed many locomotives that came to Eastleigh for dismantling. These photographs may well be the last ever taken of these locomotives.

The photographs have been scanned from small 40-year-old prints, so quality is not always as high as we would like.

<http://tjbartlett.photobook.org.uk/>

P21.

### The Railway Channel.

Launch date of **June 1st** and you're going to like what you see.



Utilising the latest streaming technology we're offering you the chance to watch original content programmes all about the world's greatest hobby. **Each issue will be published fortnightly** and once you've paid it's yours to **watch via your online folder** whenever and wherever you want - all you need to do is enter your e-mail address and password to gain access!

Our first two issues are packed full of goodies - **Mark Found** launches "**Weekend Return**" with a visit to **Railex** and we reflect on all matters 7mm from the Heathcote O Gauge society's exhibition in Shepshed in Issue Two. Leamington and Warwick Model Railway Club show what resourcefulness and energy can achieve in the first part of our new eight part series "**The Club**" and Preston MRC open their doors for us in Issue two.

The fascinating story of The Ribble Steam Railway is across both issues as is our Layout of the Month "**Stump City**" in which we look, in depth, at a classic layout created by Midge Grassing. A bonus item in Issue One is brought to us from our good friends at Alphagraphix as Roger Crombleholme passes on some of the skills he's learnt from modelling card and we invite you to contribute to our pages with your **letters, photos and movies**.



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The Railway Channel is currently offering you the chance to collect all of the first six issues for free - a simple registration that should take less than ten seconds is all that's required.

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<http://www.therailwaychannel.com/>



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### Model Railway News.

Model Railway Express Magazine.

News service editor Pat Hammond produces the online model railway magazine with the latest news and new releases Monday through to Friday. Throughout 2006, the pages will bring you daily news of the British model railway industry. No subscription charge, visit the web site at: -

<http://www.mremag.demon.co.uk/hpsite/index.htm>

### Model Railway Exhibition News

Roger Powell of Australia advises of the following exhibition, at which a layout depicting "Alton" will be displayed. Roger advises that the late Sir Winston Churchill's funeral train will be diverted through Alton enroute to Handborough.

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**Tail Lamp.**

My thanks to those who have sent in news and photographs for this edition to share with fellow readers. Contributions in the way of articles, letters and photographs are always welcome.

May I take this opportunity to welcome aboard Coupe News a number of new readers from around the world who have requested to join us during May.

I think we have a good mix of articles and news relating to Pullman Car's and the Company operations.

The first of what I hope will be a regular contribution from readers is the behind the scenes operation as originally written by George Hubbard.

My thanks to Doug Lindsay for making me aware of the original article within the Tenterden Terrier and André Freeman for permission to reproduce the article within this edition.

So if you have a memory of a journey or behind the scenes operation, why not share it with your fellow readers.

The news with regard to the future of **ARIES** and **MAID OF KENT (ex FORMOSA)** is most welcome. Pullman cars returning to Devon after a gap of 52 years since the withdrawal of the Devon Belle.

The restoration of these cars and also **DORIS** is heartening news on the Pullman front so far this year. None of these will be a quick fix, each is a long term project and at some cost to the owners.

It's to the future we now look and the sight of these cars resplendent in umber and cream with interiors to gladden the eye of any Pullman enthusiast.

The times they are a changing, with the inter-net and web sites, information is only a click away and digital photography use is growing. I am aware of two inter-net produced subscription magazines that will be available to the general public.

My recent visit to the South of England to attend the Pullman Society AGM saw my 35mm slide film stock depleted. I then set about trying to source new stocks of 100asa process paid colour slide film in Petersfield.

It appears 35mm film in slide format is beginning to getting rare; the day was saved thanks to the local Boots photography dept.

If this is what digital photography can do to the 35mm film market, then inter-net magazines could spell the same to the present printed railway magazines.

Such is progress.

**Remember - "Information is for Sharing – Not gathering Dust".**

T.Bye June 1<sup>st</sup> 2006.